

Message Text

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PAGE 01 OTTAWA 01816 142111Z

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ACTION EB-07

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TAGS: EAIR, CA

SUBJECT: CIVAIR: ENROUTE NAVIGATIONAL AIDS USER CHARGES

REF: OTTAWA 1764

1. ON MAY 14 TCO FURTHER REVIEWED STATE OF PLAY ON THIS QUESTION WITH YANG, DIRECTOR, AIR TRANSPORTATION, POLICY, PLANNING AND MAJOR PROJECTS, MINISTRY OF TRANSPORT (MOT), WHO CONFIRMED INFORMATION GIVEN MAY 9 BY HUCK AND PROVIDED MORE AMPLIFICATION.

A. GOC HAS FIRMLY REJECTED REQUEST BY US CARRIERS (PANAM, TWA, AND ALSO SEABOARD) FOR RELIEF FROM THESE CHARGES ON NORTH ATLANTIC AND ON POLAR ROUTES. MAINTAINS THAT NAVAIDS ARE PROVIDED IN ACCORDANCE WITH ICAO APPROVED FACILITY PLAN FOR THESE REGIONS AND ICAO RESOLUTION AUTHORIZES COST RECOVERY. AT PRESENT, COST RECOVERY IS ONLY AT ABOUT 50 PERCENT LEVEL. THESE CHARGES ARE NOT PROTESTED BY OTHER FOREIGN CARRIERS AND AMICABLE ARRANGEMENT FOR DEALING WITH MATTER HAS BEEN DEVELOPED IN IATA. TO GRANT US CARRIERS SPECIAL RELIEF WOULD UNDERMINE GOC RELATIONS WITH OTHER

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PAGE 02 OTTAWA 01816 142111Z

CARRIERS.

B. PRESENT USAGE OF NORTH ATLANTIC SYSTEM INDICATES US CARRIERS NOT LANDING IN CANADA REPRESENT 30 PERCENT OF TRAFFIC, CANADIAN CARRIERS 10 PERCENT, FOREIGN CARRIERS DESTINED TO/FROM CANADA 5 PERCENT, AND FOREIGN CARRIERS NOT RPT NOT DESTINED TO/FROM CANADA 55 PERCENT. (NO DATA GIVEN BY YANG RE USAGE OF POLAR SYSTEM.)

C. USER CHARGES IN EFFECT ONLY ON NORTH ATLANTIC AND POLAR ROUTES. REMAINDER OF CANADIAN NAVIADS SYSTEM IS CONSIDERED DOMESTIC AND NO CHARGES MADE. THERE IS EXTENSIVE USE OF REMAINDER OF SYSTEM BY OTHER US CARRIERS ON TRANSPACIFIC ROUTES AND ALASKA-LOWER 48 ROUTES.

D. PRELIMINARY FIGURES PUT TOGETHER BY MOT SUGGEST ABOUT 9,000 FLIGHTS BY CANADIAN CARRIERS TRANSIT US ANNUALLY AND USE US DOMESTIC NAVAIDS FOR WHICH USG MAKES NO CHARGES. ABOUT 18,000 FLIGHTS ARE MADE BY US CARRIERS (ESPECIALLY WEST COAST-ALASKA AND TRANS PACIFIC TRAFFIC) THROUGH VANCOUVER ATC REGION AND THESE USE CANADIAN DOMESTIC NAVAIDS FOR WHICH GOC MAKES NO CHARGE. OTHER US FLIGHTS PASS THROUGH EDMONTON AND OTHER ATC REGIONS WITHOOUT CHARGE.

E. IN LIGHT OF ABOVE CONSIDERATIONS GOC BELIEVES THERE IS AN EQUITABLE ARRANGEMENT BETWEEN US AND CANADIAN CARRIER INDUSTRIES AS A WHOLE (ALTHOUGH IT RECOGNIZES THAT FEW BENEFITS FROM THIS ACCRUE TO THE THREE COMPLAINING CARRIERS, EXCEPT LIMITED AMOUNT TO PANAM ON ITS ALASKA AND TRANS PACIFIC SERVICES).

F MOT WILL SHORTLY BE WRITING DEFINITIVE LETTER TO THE THREE CARRIERS REJECTING THEIR REPRESENTATIONS AND, AS HUCK SUGGESTED, IS CONSIDERING COMMUNICATION TO US SECRETARY OF TRANSPORTATION. UNDER PRESENT THINKING, MOT WOULD ASK DOT WHETHER USG CONSIDERS CANADIAN TOTAL POSITION REASONABLE AND, IF NOT, WOULD SUGGEST MEETING FOR INTERGOVERNMENTAL DISCUSSION OF TOPIC. YANG PROMISED SUPPLY COPY OF SUCH MESSAGES LIMITED OFFICIAL USE

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PAGE 03 OTTAWA 01816 142111Z

TO EMBASSY AND STATE DEPARTMENT.

2. MEETING WITH US CARRIERS DID IDENTIFY CERTAIN ANOMALIES IN CANADIAN AMINISTRATION OF ITS SYSTEM. FOR EXAMPLE, SOME ARRIERS COMPLAINED THEY WERE BEING CHARGED TWICE FOR THE SAME FLIGHT (E.G., US-WEST COAST TO EUROPE) BECAUSE AIRCRAFT ON POLAR FLIGHTS PASSED THROUGH BOTH EDMONTON AND GANDER ATC REGIONS. GOC WILL INVESTIGATE

THIS AND, IF CORRECT, EXPECTS TO BE ABLE TO ELIMINATE
DUPLICATE CHARGES.
PORTER

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